Construction Staffing Baseline

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Problem Statement

The South Carolina Department of Transportation (SCDOT) is responsible for the inspection services and ultimately the acceptance of all highway construction projects within the state. Once a highway project is accepted from the contractor, the SCDOT becomes responsible for all future maintenance. To perform the inspection services of highway construction projects, the SCDOT utilizes both internal inspection staff as well as outsourcing to qualified consulting firms. In order to ensure both statewide consistency and accurate inspection techniques, the SCDOT has implemented an inspector certification program in conjunction with both the University of South Carolina and Clemson University. The certification program is used to educate and certify both internal personnel as well as external consultants.

The purpose of this project is to determine the construction staffing baseline for the Department's highway construction inspection services. By identifying this baseline and comparing it to future construction programs, senior staff can identify future staffing needs. Also, these needs can be shared with the consulting community so that their business plans can be adjusted as necessary.

The SCDOT in conjunction with the Federal Highway Administration (FHWA) has developed a joint strategic plan that addresses the Department's direction and goals for future years. The strategic plan identifies five critical goals for the agency and they are commonly referred to as the Department's "Big Rocks". The strategic plan's "Big Rocks" include; safety, maintenance/preservation, resources, customer service, and

employee development. The establishment of a construction staffing baseline is very closely tied with the Department's second and third "Big Rocks"; maintenance/preservation and resources, but also touches the other three "Big Rocks" as well.

The assurance of adequate, properly trained inspection staff directly affects the first "Big Rock", safety, in many aspects. Safety to both the motoring public and workers in highway construction projects begins with proper implementation of work zone and traffic control devices. The proper number of inspectors is needed to ensure that the construction contractor is proceeding with the installation of safety devices that meet the contract's specifications and special provisions. Also, as the contractors begin installing permanent structures inspectors ensure that the structures meet the required material certifications and installation specifications. If these are not met, safety could be jeopardized immediately and in the future.

The second "Big Rock" is maintenance/preservation. One specific way to minimize maintenance and preserve our state highway system is by construction inspection. Proper inspection of construction projects not only ensures that construction dollars are being wisely spent on proper installation techniques and quality products, but minimizes future maintenance needs by gaining the benefit of the full service life expected for each construction project.

The third "Big Rock" is resources. The citizens of South Carolina expect the SCDOT to manage their resources, in this case employees, wisely and efficiently. To do

so, one must understand the staffing needs as they are associated with the number and type of construction projects that are awarded. By establishing the staffing baseline, management can then adjust employee slots and assignments, and set up contracts for outsourcing to cover any staffing shortfalls predicted for future years and share these needs with the consulting industry.

Through proper inspection of construction projects excellent customer service, the fourth "Big Rock", can be achieved by; limiting rework, providing timely testing results, minimizing environmental impacts, ensuring quality products and construction techniques that meets the intended project service life.

Finally, employee development, the fifth "Big Rock", can be accomplished by providing the appropriate type and quantity of training needed to ensure that an adequately trained construction staff, both internal and external, is ready to meet the inspection demands for future anticipated construction programs.

The determination of a construction staffing baseline for the Department's highway construction inspection services will certainly involve all aspects of the SCDOT/FHWA Strategic Plan and provide the tools necessary to ensure that SCDOT's future inspection services are exceeded.

Data Collection

The data collection for this project included; field construction personnel data from SCDOT's office of human resources and a 3-year construction project history from SiteManager, an American Association of State Highway Transportation Official's (AASHTO) construction management software used by SCDOT.

Construction Staffing

The personnel data for full-time construction employees in each resident construction engineer's (RCE) office is shown in Appendix A[1]. This includes both the geodetic technician and engineer classification categories. The statewide employee summary is shown in Table 1.

Table 1. Construction Employee Summary

Employee Classification	**Number of Employees**
Assistant Geodetic Technician	117
Associate Geodetic Technician	138
Senior Geodetic Technician	37
Chief Geodetic Technician	12
Engineer I	58
Engineer II	58
Engineer II	39
Total	**459**

There are 40 construction offices with 459 employees dedicated to the engineering and inspection of construction projects statewide. Generally, each office has a resident construction engineer (Engineer/Associate Engineer III), an assistant resident construction engineer (Engineer/Associate Engineer II), entry-level engineers

[1] SCDOT Office of Human Resources

(Engineer/Associate Engineer I), and various project inspectors (Assistant Geodetic Technician, Associate Geodetic Technician, Senior Geodetic Technician, and Chief Geodetic Technician). Offices vary statewide from seven to nineteen employees and are based on the historical and anticipated workload as well as the staff's experience.

The RCE offices are responsible for the day-to-day project management, inspection, and contract compliance monitoring of all construction projects let statewide. These offices ensure that contractors construct highway improvement projects that meet the project plans and specifications, utilize quality products through inspection/testing and material certification, as well as ensure that all permit requirements are adhered to by contractors. This project paper will only consider the staffing requirements of the RCE offices statewide. There are other offices that support the RCE's and their staff, but will not be included is this project.

Project History

The complete 3-year construction project history from 2005 to 2007 is shown in Appendix B[2]. Table 2 shows the 3-year project summary which indicates the number of projects let per year, total costs per year, average cost per project per year, as well as the combined 3-year totals.

Table 2. 3-Year Project History

	2005	**2006**	**2007**	**Total**
Number of Projects	313	201	206	**720**
Yearly Total	$639,309,177	$232,718,200	$311,024,864	**$1,183,052,241**
Average Contract Amount	$2,042,521.33	$1,157,801.99	$1,509,829.44	**$1,643,128.11**

[2] SCDOT SiteManager Construction Management System, Version 3.7A

The project history is used to establish the current average cost of a construction project over the 3-year history and the average yearly construction program costs. In 1998, SCDOT began an accelerated construction program that used future funding as revenue leverage to sell bonds so that projects could be constructed earlier than normal funding would be available. This was done so that construction escalation costs could be avoided and ultimately save taxpayers millions of dollars while gaining the benefits of the new construction much earlier than the traditional pay as you go process. This program was labeled as the "27 in 7 Program" because 27 years of traditional construction projects could use bond revenues and be completed in 7 years. As part of the "27 in 7 Program" two construction resource managers (CRMs) were hired to supplement SCDOT staff. If the CRMs were not used, SCDOT would have had to hire a significant number of trained employees to handle the additional workload of approximately 400% during the peak periods. Now that the final "27 in 7 Program" projects are being completed, it is the opportune time to establish a construction staffing baseline. Please note in the 3-year project history that the 2005 yearly total represents the final year of the "27 in 7" Program, but is only used to calculate the average project cost for that year.

Data Analysis

The August 2000 FHWA technical report, Development of a Process to Forecast Construction Staffing Levels, by Stefanie Brandenburg and Lansford Bell was used to establish the baseline construction program the current staffing level can support (Table 1) and establish the baseline staffing level needed to support the current construction program based on the 3-year historical average (Table 2).Brandenburg and Bell used

linear-regression and multiple regression techniques to model their forecasting procedures. As a result, their regression analysis equations were used for this project data analysis. Their research considered the following inputs; project costs, project types, man-hour history, engineering districts, and employee task percentages[3]. Finally, Brandenburg and Bell used their research and the inputs listed above to develop man-hour requirements based on construction project cost as the variable input. Individual regression equations were developed for the following eight project types and are shown in Appendix C[4]; general construction (all categories), bridges and approaches, grading/drainage/base, pavement markings, resurfacing, signalization, widening, and other.

The only regression equation used in this project to establish the construction staffing baseline is the general construction category, which for Brandenburg and Bell's technical report included all SCDOT construction projects. This equation was chosen for the following reasons; SCDOT's accuracy of project type determination, SCDOT's current and past project type determination, and lack of project data in the other categories included in Brandenburg and Bell's report.

SCDOT has not in the past done an adequate job on identifying projects types. For instance, the category grading/drainage/base, in the past could include; urban and rural widenings, resurfacing projects with additional shoulder improvements, and

[3] Brandenburg and Bell, Development of a Process to Forecast Construction Staffing Levels, p. 7-13
[4] Brandenburg and Bell, Development of a Process to Forecast Construction Staffing Levels, p. 16-25

intersection/turning lane improvements. Without a more accurate identification of project types, the use of regression equations for project types could provide false forecasting. Another reason to only use the regression equation for the general construction category is that SCDOT has recently changes how project types are categorized. Currently, SCDOT uses quantity percentages to determine project categories. This is being done so that better market analysis and collusion detection can be determined among other things.

Finally, in my opinion there was not enough available data in Development of a Process to Forecast Construction Staffing Levels to accurately provide a regression forecasting model for many of the project categories. For instance, the widening project type regression equation only considered five data points. Brandenburg and Bell tried to improve their equations through more statistical analysis and discrediting data considered to be outliers, but even admitted that "the number of data points in each project category should be at least 40, but the more data points, the more accurate the analysis"[5].

The regression equation[6] used in this report from Brandenburg and Bell's technical report for the general construction category is shown below where y is the construction man-hours required based on x, the construction project cost.

$$Y = 0.2773\ x^{0.6318}$$

[5] Brandenburg and Bell, Development of a Process to Forecast Construction Staffing Levels, p. 29
[6] Brandenburg and Bell, Development of a Process to Forecast Construction Staffing Levels, p. 16

Using SCDOT's current staffing and prediction of future staffing requirement several adjustments must be made to determine actual available man-hours for an employee. These adjustments include; holidays, annual leave, sick leave, and training. The Department's Office of Human Resources indicated that only 6.04 hours/day or 75.5% of the total employee time is actually available for inspection services. Also, an adjustment was made to account for vacant positions. For this project, a vacancy rate of 10% was used. Finally, only experienced, trained personnel ready to independently perform the necessary inspection requirements should be considered when establishing a staffing baseline. For this project, the employees in the Assistant Geodetic Technician classification were not included as part of the current staffing level. Although, one must consider time in all classifications necessary to enable a person to independently perform the inspection requirements for the appropriate level, the Assistant Geodetic Technician is generally consider a training classification where the employee is in the process of obtaining the necessary inspection certifications to adequately perform inspection services. After these necessary adjustments are made, there are 308 employees with a total of 483,560 available man-hours per year.

Based on the data analysis mentioned above, the Department can measure construction staffing needs by utilizing two methods. The first method is to use the average historical project costs and average yearly total costs to determine the inspection staffing baseline needed to support the current construction levels based on the most recent 3-year history. By using the three-year average historical project cost of $1,643,128 and an average yearly total cost of $394,350,747, the average yearly

inspection staffing baseline needs based on Brandenburg and Bell's general construction regression equation is 562,560 man-hours or 358 employees, which leaves a shortfall of 50 employees or 79,000 man-hours.

The second method is to use the current staffing level and average historical project costs to determine what size construction program baseline can be supported. The current available construction staffing of 308 employees with 483,560 yearly man-hours available and a historical average construction project cost of $1,643,128, based on the same Brandenburg and Bell regression equation will support a yearly construction program of $338,484,368, which is $55,866,379 less than the 3-year historical average. For both methodologies, the average construction project cost is used so that the cost data falls within the data range used to generate the regression equation. Then the average construction project cost data is multiplied by the total number of projects (720) for the 3-year historical average to determine the yearly staffing baseline. Average yearly total costs were originally used, but provided bogus data. After further review, it was apparent that the yearly total costs were well outside of the data range used to generate the regression equation.

Implementation Plan

As you can see from the data analysis, the SCDOT currently has a construction staffing shortfall of approximately 16% based on the 3-year historical average. This staffing shortfall is overcome by outsourcing to qualified external consultants. In order to maximize the efficiency of our resources, in this case construction personnel, it is not

reasonable to set the staffing baseline at the exact construction programming level because construction projects are not spread equally throughout the state and the exact prediction of the construction programming level is almost impossible to predict. The expected outsourcing of inspection services from a baseline comparison is 15% to 20%. Construction projects have never been spread equally throughout the state since they are based on highway needs. This is especially true since the 2007 restructuring of SCDOT and the associated changes in the law regarding project selection criteria. Historically, SCDOT has prioritized projects within regions of the state such as the engineering districts or counties. Currently, SCDOT is prioritizing projects from a statewide perspective based on the new state law, which will certainly have a dramatic impact of how construction projects are distributed throughout the state. With the new law recently in effect, it is difficult to determine at this time what that distribution will be for future years. As a result, it would not be prudent at this time, or in the past, to set the staffing baseline at the predicted construction program level. This would leave some areas of the state with underutilized staff and other areas still in need of outsourcing inspection. Finally, it is almost impossible to predict the exact programming level due to project unknowns such as environmental permitting, contaminated/hazardous material discovery, public involvement, and changes in project priorities. Again, setting the staffing baseline at the predicted construction program level would create inefficiencies.

The construction staffing baselines determined earlier for both the current staffing level as well as the historical average construction program are just baselines and it is difficult to predict programming levels and distribution on a year to year basis. However,

any major changes in the construction program level will require a revised staffing baseline to be determined. This occurs on a regular basis with each passing of the Federal Highway Appropriation Bill. Each Federal Appropriation is a 6-year bill and provides yearly funding levels for the states. At the approval of each bill on the 6-year cycle, the baseline for construction staffing will be determined based on the approach in this project. Once the baseline is determined, senior staff will evaluate the need to increase staff through additional slots, reorganization of current employee slots, or additional outsourcing to qualified consultants. An additional staffing baseline determination will also be conducted as part of the 10-year District review as required per law. The 10-year District review is conducted to determine proper and efficient operations of the engineering Districts. As part of these reviews, construction staffing baseline determination will be included. Based on the Federal Highway Appropriation Bill and the 10-year District review, construction staffing baselines will be determined at a minimum of every 5 years. Other baseline determinations may be required if other significant changes are made to the construction program levels. Two recent significant changes to the construction levels include the creation of the State Infrastructure Bank and the "27 in 7 Program". Other future changes to the construction levels could include additional bonding programs and the national move toward public/private partnerships for highway infrastructure.

Evaluation Method

At each baseline determination period mentioned previously, the average project cost based on the previous 3-year history should be evaluated to determine the man-hours

required for an average project. Also, the 3-year history should be evaluated to determine if the outsourcing falls within the 15% to 20% range of the staffing baseline. If not, reasons should be evaluated for efficiency and adjustments made to staffing if possible.

As indicated earlier, staffing cannot reasonably be adjusted on a yearly basis to correspond to staffing baseline determinations. Adjustments to staffing will be a methodical, but necessary process so that the third "Big Rock" of the strategic plan, resources, is managed wisely and efficiently. Part of that process is to ensure that the construction staff is fully utilized at all times, which cannot be done without the establishment of the staffing baseline.

Conclusion

Based on the Brandenburg and Bell's regression equation used for this project, the current construction staffing level will support a yearly baseline construction program of $338,484,368, which is $55,866,379 or 16% less than the 3-year historical average. Currently, SCDOT construction staffing is at the appropriate level based on the historical average. However, as changes to the construction program occur, a new baseline will be determined using the method set forth in this report.

It is necessary to understand that the establishment of the staffing baseline is only part of the equation when determining outsourcing. Other factors include; specific project expertise, proper training of staff, and equal distribution of both staff and expertise. For instance projects such as the Ravenel Bridge project in Charleston should be removed from consideration when establishing staffing baselines. It is just not a wise and efficient

use of resources to hire, train, and maintain a staff construction inspectors specializing in cable-stay bridges, since the Ravenel is the only such structure in the state. However, the establishment of the staffing baseline is a very important management tool to wisely and efficiently manage employee resources and should be used each time a major change is realized in the construction program level.

Appendix A

County Construction Positions

County Construction Positons

County	Assistant Geodetic Technician	Associate Geodetic Technician	Senior Geodetic Technician	Chief Geodetic Technician	Engineer I	Engineer II	Engineer III	Total
Aiken	3	4	3	0	0	2	1	13
Richland Const A	3	4	2	0	1	1	1	12
Sumter	5	3	1	1	1	2	1	14
Richland Const B	6	1	1	0	2	2	1	13
Lexington Const A	3	3	1	1	1	3	1	13
Lexington Const B	3	3	1	1	3	0	1	12
Saluda	3	0	0	1	2	0	1	7
Laurens	2	3	0	0	2	1	1	9
Abbeville	4	2	0	0	2	1	1	10
Greenwood	1	4	0	0	3	0	1	9
Newberry	1	3	0	0	1	1	1	7
Spartanburg A	5	7	2	0	1	3	1	19
Greenville A	1	4	0	1	1	2	1	10
Greenville B	2	6	1	0	4	3	1	17
Greenville C	0	10	1	0	4	3	1	19
Spartanburg B	6	7	1	0	2	2	1	19
Pickens	1	8	1	0	0	1	1	12
Anderson	3	7	0	1	2	2	1	16
Oconee	1	3	0	0	1	1	1	7
Lancaster	4	2	0	0	0	1	1	8
Chesterfield	3	3	0	2	0	1	1	10
Cherokee	5	2	1	0	3	1	1	13
York	6	0	2	0	1	1	1	11
Chester	8	1	0	0	0	1	1	11
Marion	2	3	1	0	0	1	1	8
Georgetown	1	2	1	0	1	1	1	7
Horry	5	4	4	0	0	1	1	15
Dillon	3	2	1	0	1	1	1	9
Darlington	2	2	2	0	0	1	1	8
Florence A	3	7	2	0	2	1	1	16
Dorchester	2	4	2	2	2	2	1	15
Charleston Bridge	1	2	0	0	2	3	1	9
Jasper	2	4	2	0	1	2	1	12
Charleston A	2	6	0	1	5	3	1	18
Charleston B	3	7	2	0	2	3	1	18
Colleton	0	1	1	0	2	3	1	8
Orangeburg	3	2	0	1	2	0	1	9
Clarendon	4	2	0	0	0	1	1	8
Bamberg	5	0	1	0	1	0	1	8
Summary	*117*	*138*	*37*	*12*	*58*	*58*	*39*	*459*

Appendix B

SiteManager 3-Year History

SiteManager 3-Year History

01112005	12847471.45 A	1SA015	01.110B	.6 MILES EAST OF RICHARD B. RUSSELL LAKE BRIDGE	TO A POINT BEYOND FORDING ISLAND ROAD EXTENSION	72
01112005	16130583.35 A	1AP003	07.2001	HILTON HEAD FACTORY STORES ENTRANCE NO. 2	TO A POINT BEYOND FORDING ISLAND ROAD EXTENSION	US-278
01112005	417437 A	1PE002	08.171B	MILEPOST 181.7 (END OF THE CONCRETE SURFACE)	0.3 MILES WEST OF THE US 52 OVERPASS (MP 208)	I-26
01112005	366999.77 A	1RE010	09.2004			
01112005	496850.11 A	1RE010	09.106CR3			
01112005	16182654.23 A	1US004	14.67B	US 301 IN TURBEVILLE	WEST OF S-18	US 378
01112005	846966.82 A	1DE003	15.114B			S-34
01112005	735813.2 A	1MY001	23.2001 4	200' SW OF PERCY AVE. TO 600' NE OF OLD OAK DR.	200 ' E OF HICKORY HILL LANE TO 200' SE OF EULA ST	S-920
01112005	662651.27 A	1MY001	23.2001.5	AT HAMPTON PARK		SC-253
01112005	1749235.29 A	1AM001	23.355A			S-337
01112005	658648 A	1SO006	26.999.1R1			
01112005	350308.04 A	1EL002	26.201B	US 501 FROM US 576 S. OF MARION TO US 501 BUS N. OF MARION	SC 9 FROM .5 MILES S. OF US 701 TO .5 MILES N OF US 701	US 501, SC 9
01112005	111805.68 A	1AP003	33.106C			
01112005	1094920.95 A	1CR002	35.120B	INTERSECTION @ SC 177	INTERSECTION @ S-344	SC RTE 9
01112005	2363400.27 A	1SA021	39.101B			
01112005	1101182.61 A	1LL003	45.139B	SLOPE IMPROVEMENTS AND EXTEND CULVERT	IN SALTERS, SC	US-521
01112005	654169.48 A	1AP002	46.632A	INTERSECTION SC 274	W/ S-196 & S-491	SC 274
03152005	326230 A	1RO002	4755.129B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03152005	253575 A	1PE010	4756.127B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03152005	156324 A	1RO002	4757.127B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03152005	1617486.88 A	1RE010	46.105CR1			
02082005	1727183.5 A	1TR004	02.20051R1			
02082005	1819698.25 A	1RE010	03.7305.98R1			
02082005	1761619.44 A	1RE010	03.7305.99R1			
02082005	2834616.23 A	1RE010	03.135BR2			
02082005	4036260.57 A	1SA007	07.7905.01R1			
02082005	1163071.87 A	1TH001	08.155B 01			S-88
02082005	9018755.59 A	1BA007	10.434A	I-526 (MARK CLARK)	ISLE OF PALMS CONNECTOR	US 17
02082005	1002840.81 A	1RE010	14.105C			
02082005	189635.83 A	1BO011	18.102C	HUMMINGBIRD AVENUE	HUMMINGBIRD AVENUE	ROAD S-259
02082005	1640611.74 A	1SA015	19.123BR2			
02082005	2888696.52 A	1SA015	19.125BR1			
02082005	2040194.51 A	1AP002	22.131BR1			
02082005	857404.62 A	1SA015	24.2004	US-25 / 178 (CALHOUN AVENUE)	S-199 (WILSON STREET)	S-199
02082005	1904878.85 A	1PE002	28.20051R1			
02082005	523730.5 A	1PL005	32.154B	SECTION OF S-273	FROM WOODLAND HILLS (O.S.) TO S-1298	S-273
02082005	1589487.63 A	1TB001	36.147BR2			
02082005	735495.71 A	1CR001	40.2003.1	SOUTHERN RAILROAD	ATLANTIC COAST RAILROAD	RTE 768
02082005	15318458.43 A	1MC008	42.143B	FROM 1500' SOUTH OF US-221	1350' SOUTH OF S-590- PHASE 2	
02082005	15972448.5 A	1SL002	42.196B	MILE MARKER 24 (E/W BOUND)	MILE MARKER 42 (E/W BOUND)	I-26
02082005	294710.35 A	1MA012	43.142B			S-44
02082005	185396.25 A	1SL002	44.115C			
02082005	324292.1 A	1BO002	46.144B	INTERSECTION US 21	W/ S-162	US 21
03082005	334980 A	1AK001	4751.132B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03082005	154280 A	1PE010	4752.130B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03082005	374000 A	1AK001	4753.131B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03082005	220540 A	1PE002	4754.130B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03082005	322270.65 A	1SS001	04.2003			SC- 8/81 & S-17
03082005	152513.01 A	1PE002	07.20051			
03082005	990290 A	1OG002	07.20052			
03082005	210626.48 A	1FU001	13.142C	S-843 (THOMPSON CREEK RD.)	S-843 (THOMPSON CREEK RD.)	S-1086
03082005	594435.25 A	1PL005	18.2004			S.C. 642
03082005	115435 A	1TB001	24.39051			
03082005	254230.54 A	1SA015	24.120B	INTERSECTION US 25	W/ SC 72	US 25
03082005	18591000 A	1AO001	26.160B			
03082005	391852.67 A	1RE010	27.2004RR2			
03082005	374826.16 A	1SA015	30.2004			
03082005	1380604.87 A	1AK001	31.20051R1			
03082005	2783568.37 A	1CA007	32.117B			S-107
03082005	5921096.72 A	1SO013	32.143B	RD. S-415 (CHURCH ST.)	RD. S-647 (GATOR RD.)	S.C. RTE 302
03082005	734016.8 A	1CB002	40.24052			
03082005	4756588.32 A	1EA001	40.2001 5			US-21 AND S-59
03082005	572776.96 A	1CR001	40.2003.2			
03082005	879771.26 A	1JM001	40.197B	LEXINGTON COUNTY LINE (CONGAREE RIVER)	I-20	I-77
03082005	3652308 A	1BL011	42.197B			
03082005	1233393.5 A	1BO002	46.7105.01	S.C. ROUTE 72	ROAD S-724	S-244
03082005	823845.85 A	1BL011	46.175B	PLEASANT ROAD	LAKEMOUNT	S-1440
02282005	3293503.02 A	1BA007	08.167B			
02282005	2669908.1 A	1BA007	10.197B			
04122005	184840 A	1TR004	4751.133B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04122005	171096 A	1TR004	4752.132B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04122005	136284 A	1TR004	4753.132B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04122005	205102 A	1TR004	4754.131B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04122005	940335.49 A	1SA015	02.171B			
04122005	895601.89 A	1RE010	03.106C			
04122005	104595.63 A	1AS002	04.105CR1			

SiteManager 3-Year History

Letting Date	Contract Amount	Letting Status	Vendor ID	File Number	Termini A (From)	Termini B (To)	Route
04122005	237554.62	A	1WE002	16.2004			
04122005	558091.26	A	1PA005	16.130BR1			SC-340 & S-13
04122005	4032850.8	A	1AP002	18.155B			
04122005	15410575.45	A	1UN002	21.138B			SC-41
04122005	244715.85	A	1PA005	21.181B	INTERSECTION S-112	W/ S-1060	S-112
04122005	629612.21	A	1PA005	22.2004			
04122005	468624.3	A	1SA015	24.2003.1R2	NORTH CHURCH STREET	EDGEWOOD STREET	SC ROUTE 34
04122005	1153905.05	A	1AP002	26.208B			
04122005	1093610.62	A	1RE010	27.131B			
04122005	1647861.41	A	1AP002	28.158B			
04122005	2587338.75	A	1CH005	32.171B			US -321
04122005	2341169.6	A	1SL002	32.240B			
04122005	184728.8	A	1CR001	40.125C			
04122005	2990272.58	A	1SL002	42.2001 9R1	SPARTANBURG		SC 14
04122005	17518710.54	A	1SL002	42.137B	APPROXIMATLY 1 MILE SOUTH EAST OF THE CITY OF SPARTANBURG		SC RTE 295
04122005	1299158.12	A	1PL005	43.130B	INTERSECTION IMPROVEMENTS	AT RD. S-81 & RD. S-46	U.S. ROUTE 15
04192005	219232.5	A	1ST029	4755.130B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04192005	137020	A	1PE002	4756.128B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04192005	191580	A	1RO002	4757.128B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
05102005	1125797.7	A	1SA015	01.141B	SC-72	SC-28	S-32
05102005	2867833.33	A	1SA015	01.143B			
05102005	3022617.45	A	1AS002	04.171B			
05102005	4392356.12	A	1RE010	09.127B			
05102005	1386878.86	A	1AP002	13.136B			
05102005	2346616.21	A	1CA007	14.123B			S-23
05102005	10494002.34	A	1PA005	16.146B	MILE MARKER 134+/-	MILE MARKER 141.387+/-	I-20
05102005	726403.99	A	1AM001	18.643			S-174
05102005	2186885.67	A	1SA015	19.132B			
05102005	1287915.1	A	1BO002	20.129B			
05102005	3620323.18	A	1AS002	23.237B			
05102005	349999.99	A	1EA003	24.126B			SC 248
05102005	249514.09	A	1LJ001	27.24051			
05102005	11987324.74	A	1US004	28.119B			I-20
05102005	1794388.85	A	1BO002	28.128B	INTERSECTION US 1/601	W/ S-130	US 1/601
05102005	2594646.67	A	1RE010	29.144B			
05102005	381008.65	A	1LY001	39.122B	INTERSECTION SC 124	W/ S-37	SC 124
05102005	1988843.22	A	1PA005	45.135B	FROM US 52	TO SC 261	S-186
06142005	898369.49	A	1AS002	04.2005			
06142005	928533.06	A	1SL002	04.167B			
06142005	686179.9	A	1PL001	05.110C	RD. S-84 FROM EXISTING PAVEMENT	NORTHEASTERLY TO RD. S-18	S-84
06142005	968807	A	1RE010	09.126B			
06142005	3790782.48	A	1BA007	10.201BR1			
06142005	6722880.59	A	1RE010	11.116B			US -29
06142005	12427460.03	A	1AP002	14.145B	MILE POST 131.4	MILE POST 146.7	I-95
06142005	299999.33	A	1AP002	14.666R1	SOUTH OF US-301/US-521 SPLIT	SC-261	US-521
06142005	16871859.44	A	1RR002	16.140B			SC 34
06142005	7361371.17	A	1UN002	18.139B	FOUR (4) BRIDGES OVER FOUR HOLE SWAMP	SW OF HOLLY HILL	U.S. RTE. 15
06142005	227305.41	A	1PA005	21.178B	INTERSECTION IMPROVEMENTS AT US 76/301 & S-354		US 76/301
06142005	1099486.65	A	1PA005	21.180B	INTERSECTION OF S-107	@ S-136	S-107
06142005	896647.3	A	1SO006	22.130B	ROSE HILL ROAD	BROWNS FERRY ROAD	S-179
06142005	7748552	A	1BL011	23.464AR1	U.S. ROUTE 276 (LAURENS ROAD)	S-183 (ROPER MOUNTAIN ROAD/VERDAE BLVD.)	SC146
06142005	984073.07	A	1MA012	28.111C	S-47	S-1060	S-1059
06142005	1189779.87	A	1CR001	32.2005			
06142005	391411.68	A	1SO006	34.131B	HWY 378	HWY 908	S-207
06142005	1778220.78	A	1RE010	38.112C	S-90	SOUTHWESTERLY 0.15 MILES	S-2157
06142005	176347	A	1AD003	40.37053			
06142005	5057169.8	A	1UN002	43.129B			U S 378
06142005	1660586	A	1JM001	47.217B			I-20, I-26, I-77
07122005	930890.5	A	1OG002	4751.135B	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 1 AND 2	VARIOUS
07122005	214750	A	1OG002	4753.20061			
07122005	168926	A	1BA002	4753.39061			
07122005	748597.7	A	1OG002	4753.134B	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 3 AND 4	VARIOUS
07122005	1800268.88	A	1RE010	07.100610			
07122005	4566792.55	A	1TH001	0727.615			SC 46 / SC 170
07122005	3234475.66	A	1BA007	08.100610			
07122005	675552.23	A	1RE010	09.108CR1	ROAD S-133	CUL-DE-SAC	ROAD S-480
07122005	427829.98	A	1FR001	11.100610			
07122005	2061920.17	A	1RE010	11.664			S-307
07122005	449883.11	A	1LC001	12.100610			
07122005	514726.67	A	1LC001	12.2003R1			
07122005	640691.27	A	1AP002	13.100610			
07122005	2714089.91	A	1WE002	16.100610			
07122005	760772.91	A	1RE010	20.100610			
07122005	2449264.01	A	1WE002	22.100610			
07122005	5034900.71	A	1TH035	23.200B			SC 11
07122005	264965	A	1TR004	23.246B	THE SALUDA RIVER (ANDERSON CO. LINE)	0.9 MILES NORTH OF THE REEDY RIVER	I-85
07122005	2153440.47	A	1AP002	28.100610			

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07122005	626716.11	A	1LC001	29.100610			
07122005	2541098.55	A	1LE006	30.128B			S-36
07122005	575792	A	1RO002	30.166B	0.5 MILES EAST OF S.C. 66	0.6 MILES WEST OF U.S. 176	I-26
07122005	7485285.96	A	1RE010	32.226B	MP 37.2	54.38	I-20
07122005	497132.58	A	1WE002	34.122B	INTERSECTION SC 41	W/ SC 908	SC 41
07122005	907421.82	A	1SA015	36.2005			
07122005	2733794.65	A	1EA001	36.133B			S-28 (PEAK BYPASS)
07122005	438150	A	1RE007	38.29051			
07122005	1876224.75	A	1AP002	43.104CR3			
07122005	337828.1	A	1FR001	44.100610			
07122005	131735.22	A	1SS001	44.116C	1500' NW OF ROCKPORT ENTRANCE	1500' SE OF ROCKPORT ENTRANCE	US 176
07122005	943147.51	A	1BO002	46.100610			
06212005	640131.16	A	1SL002	11.146B			I-85
08092005	1076489.5	A	1TR004	4755.132B	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 5, 6 AND 7	VARIOUS
08092005	3444264.88	A	1SA015	01.100610			
08092005	777301.83	A	1SA015	02.2005			
08092005	1442722.3	A	1RE010	03.100610			
08092005	1889403.44	A	1FR001	04.100610			
08092005	682000	A	1NO004	08.164BR1			
08092005	2083231.42	A	1RE010	09.100610			
08092005	520336.67	A	1RE010	12.2004			
08092005	7997371.03	A	1SL002	1244.100B			SC 72/121/215
08092005	14520727	A	1KE009	14.119B			US-378
08092005	1047840.2	A	1LJ001	14.135B	INTERSECTION US 15	W/ SC 261	US 15
08092005	698199.48	A	1PA005	16.2005			
08092005	3510694.3	A	1SO006	16.148B	KERSHAW COUNTY LINE	HARTSVILLE HWY	S-23
08092005	375005.78	A	1WE002	17.104C			
08092005	92254	A	1DA002	20.539	BRIDGE OVER W FORK OF LITTLE	RIVER NW OF WINNSBORO	S-346
08092005	2068722.69	A	1KI001	23.100610			
08092005	76249.5	A	1MY001	23.570510	S-360	I-85	S-201
08092005	482679	A	1SA015	24.142BR1	INTERSECTION S-58	W/ S-268	S-58
08092005	738263.44	A	1SO006	26.2005			
08092005	877103.66	A	1AP002	28.2005			
08092005	291382.35	A	1AP002	28.163B	MM 104.5	MM105.5	I-20
08092005	405553.03	A	1SA015	33.2005			
08092005	290862.79	A	1SS001	39.2003.1R2	INTERSECTION OF U.S. RTE 178	AND ROAD S-204	U.S. ROUTE 178
08092005	723841.8	A	1CR007	39.130B			US178
07192005	791996.22	A	1LA006	32.233B			
07192005	889105.55	A	1SA015	02.100610R1			
07192005	1141346.67	A	1SL002	32.100610R1			
07192005	1428253.23	A	1SL002	40.100610R1			
09132005	605458.84	A	1SA015	01.2005			S-88
09132005	1578925.94	A	1TB001	03.109C			
09132005	960463.41	A	1PL005	05.106CR3			
09132005	7155602.62	A	1US004	09.487	U.S. ROUTE 176	S.C. ROUTE 6	U.S. ROUTE 601
09132005	232590.3	A	1BA007	10.2004.1			US-17
09132005	2041317.18	A	1CA003	10.444A			S-57
09132005	194837.48	A	1TB001	19.2406.01			
09132005	680913.8	A	1PA005	21.130B	INTERSECTION S-50	W/ S-272	S-50
09132005	443359.25	A	1MY001	23.195BR1			I-85
09132005	618870.5	A	1CB002	24.2406.01			
09132005	1763008.98	A	1BL011	24.652			S-24-424
09132005	1052057.49	A	1RE007	26.218B	US 501	US17	SC22
09132005	766341.04	A	1RE010	27.103C	INTERSECTION IMPROVEMENT AT S-32	AND US RTE. 17	S-32
09132005	6995754.34	A	1RE010	30.147B	RD S-101	RD S-227	US 76
09132005	272988.61	A	1PA005	31.2005			SC-527
09132005	921398.73	A	1MY001	36.121B	13 MI NE OF NEWBERRY		
09132005	469862.47	A	1CR001	40.204B	INTERSECTION US 601	W/ SC 48	US 601
09132005	299907.5	A	1US002	42.159B	INTERSECTION OF US 176	W/ S-56 (OLD FURNACE RD.)	US 176
09132005	335723.95	A	1CR002	43.2000R1			
10112005	675071.49	A	1SA015	02.173B			
10112005	255925.69	A	1SA015	02.116C	S-729 (TALATHA ROAD)	S-1527 (CHUKKER CREEK ROAD)	SC-19
10112005	12204633.45	A	1CA003	10.130B			U.S. 17
10112005	4644361.16	A	1BA007	15.141B			
10112005	574982.94	A	1SA007	18.2005			
10112005	256515.15	A	1AP002	21.2005			
10112005	2102899.3	A	1CH005	21.194B			S-107
10112005	1977215.08	A	1WE002	21.212B			
10112005	427184.57	A	1PA005	22.2005.1			S-18
10112005	243485.42	A	1PA005	22.104C			
10112005	348315.44	A	1WE002	26.2005.1			
10112005	3919209.42	A	1WE002	26.219B			
10112005	1734196.32	A	1AP002	28.164B			
10112005	2497081.68	A	1CR001	32.257B			
10112005	146293.71	A	1SA015	33.107C			
10112005	5695978.68	A	1CR007	37.125BR1			US 76
10112005	1934789.11	A	1CR007	39.131B			S-158

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10112005	545376.9	A	1RE007	40.253B	BULL ST EXTENSION	I-77	SC 277
10112005	94986.32	A	1DE003	42.437A			S-956
10112005	2875352.07	A	1MY001	42.162B			SC-9
10112005	701312	A	1JM001	46.217B	US 21	SC 161	I-77
11082005	917014	A	1RE007	4751.136B			
11082005	629635	A	1RE007	4752.131B			
11082005	1590433.5	A	1BA002	4753.117B			
11082005	964329.5	A	1AP004	4753.133B			I-26 & I-85
11082005	1101388.25	A	1EL002	4755.131B			I-95 & US 17
11082005	1035341.96	A	1AM001	02.142B			S-104
11082005	4545320.5	A	1RE010	03.137B			
11082005	690100.3	A	1SA021	04.159B.1			S-331
11082005	3594242.93	A	1SL002	04.186B			
11082005	2140201.84	A	1RE010	07.100710			
11082005	3070090.85	A	1SA007	08.100710			
11082005	2885238.91	A	1CA007	08.112B			S-98
11082005	184741	A	1US003	09.270510R1			
11082005	269932.41	A	1TR004	13.20061			
11082005	3888601.45	A	1SA015	19.134B			
11082005	849454.66	A	1TH035	23.2001.11	FAIRVIEW ROAD	2400' EAST OF FAIRVIEW ROAD	S-453
11082005	3080189.29	A	1UN002	23.201B			S-347
11082005	1563902.57	A	1TH035	23.211B			S-564
11082005	2988005.54	A	1FR001	23.249B			
11082005	385662.18	A	1SA015	24.104C			
11082005	2859372.35	A	1PA005	26.195B			SC-9/S-57
11082005	2601402.39	A	1RE010	28.137B.1			S-5
11082005	574885.08	A	1MA012	28.161B	I-20 / US 601 INTERCHANGE		I-20
11082005	4722461.6	A	1AP002	29.149B			
11082005	2091793.4	A	1CR001	32.212BR3			
11082005	5986816.21	A	1US004	36.669	I - 26	U.S. ROUTE 76 BUSINESS	S.C. ROUTE 121
11082005	534912.5	A	1US003	43.155B	INTERSECTION OF US-15/521	W/ US 76 BUS.	S-55
11082005	150878	A	1RE010	46.215B	INTERCHANGE AT I-77/SC122	DAVE LYLE BLVD.	SC122/I-77
11152005	574776	A	1BA002	4754.134B			
11152005	568119	A	1BA002	4755.133B			
11152005	595199	A	1RE007	4756.131B			
11152005	434332	A	1BA002	4757.130B			
12132005	2805899	A	1TR001	4751.134B			I-20 & I-85
12132005	123900	A	1HE017	4751.138B	DISTRICT 1		
12132005	320020	A	1SA012	4753.136B	DISTRICT 3		
12132005	106220	A	1HE017	4754.136B	DISTRICT 4		
12132005	109020	A	1HE017	4755.135B	DISTRICT 5		
12132005	110512.5	A	1HE017	4757.132B	DISTRICT 7		
12132005	2190486.65	A	1SA015	01.100710			
12132005	1224747.13	A	1CA005	01.220610			
12132005	1063470.43	A	1SA015	02.100710			
12132005	482679.5	A	1SA015	02.290610			
12132005	769844	A	1DA002	02.162B.1			S-208
12132005	2445140.85	A	1RE010	03.100710			
12132005	2368561.17	A	1AS002	04.100710			
12132005	910328.25	A	1AS002	04.109C			
12132005	795850.19	A	1RE010	07.290610			
12132005	1818930.91	A	1BA007	08.290610			
12132005	458126.34	A	1SA007	08.2005.1			S-529
12132005	2924236.67	A	1RE010	09.100710			
12132005	650175.01	A	1SL002	11.100710			
12132005	681847.47	A	1CA005	11.220610			
12132005	353817.06	A	1SL002	11.290610			
12132005	824046.04	A	1BO002	12.100710			
12132005	305967.6	A	1CA005	12.220610			
12132005	473663.1	A	1LC001	12.290610			
12132005	1229329.23	A	1PA005	13.100710			
12132005	399731.98	A	1CA005	13.220610			
12132005	564730.35	A	1AP002	13.290610			
12132005	3366705.23	A	1WE002	16.100710			
12132005	908463	A	1SO006	16.290610			
12132005	616863.52	A	1SA015	20.100710			
12132005	50169.96	A	1AP002	21.117C			S-690 & S-691
12132005	1057438.84	A	1PA005	22.290610			
12132005	2398732.42	A	1AS002	23.100710			
12132005	304086.25	A	1SS001	23.210B	INTERSECTION S-50	W/ S-272	S-50
12132005	287043.14	A	1AP002	26.118C	S-94 (11TH AVENUE NORTH)	CHERRY GROVE EXIT	US-17
12132005	2011878.18	A	1PA005	28.100710			
12132005	799869.01	A	1PA005	28.290610			
12132005	218219.33	A	1CR002	28.134B	INTERSECTION SC 34	W/ S-19	SC 34
12132005	868818.52	A	1BO002	29.100710			
12132005	2199238.48	A	1SA015	30.100710			
12132005	1287170.64	A	1CA005	30.220810			

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12132005	3601085.13	A	1SL002	32.100710			
12132005	842171	A	1CR002	32.290610A			
12132005	444560.5	A	1TH022	32.258B			I-26/US 378
12132005	516057.4	A	1SL002	44.100710			
12132005	1432750.62	A	1BO002	46.100710			
12132005	1072346	A	1RE010	46.175BR1	PLEASANT ROAD	LAKEMOUNT	S-1440
	639309177.4		2005 Total				
02142006	329680	A	1PE010	4751.139B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02142006	154241	A	1SA017	4752.136B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02142006	395000	A	1AK001	4753.137B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02142006	220376	A	1SA017	4754.137B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02142006	565322.15	A	1OG002	02.200601			
02142006	1899458.09	A	1RE010	03.170710			
02142006	416333.31	A	1KI001	04.170710			
02142006	7746926.52	A	1US004	05.667	U.S. RTE. 78 INTERSECTION	NEAR RD. S-61 (WEIMER ST.)	U.S. 301
02142006	1537947.95	A	1RE010	09.170710			
02142006	379206.6	A	1SA007	15.100711			
02142006	2440202.48	A	1UN002	15.127B.1			S-45
02142006	16751049.05	A	1BM002	21.144A	FLORENCE		US 301 BY PASS
02142006	2782301.13	A	1AP002	22.100710			
02142006	479329.39	A	1AP002	28.170710			
02142006	442615.8	A	1OG002	28.200601			
02142006	997953.36	A	1LC001	28.104C		ROAD S-1037	S-1035
02142006	304974.06	A	1AP002	31.170710			
02142006	890816.8	A	1CR001	32.170710			
02142006	685293.79	A	1KI001	39.170710			
02142006	760136.73	A	1US004	40.187B	INTERSECTION US 178	W/ S-1944	US 178
02142006	470894.74	A	1SL002	42.170710			
02142006	220738.73	A	1MA038	42.200601			
02142006	426920	A	1TR004	42.200602			
02142006	2316812.64	A	1TH039	42.163B			SC 292
02142006	2104971.35	A	1AP002	45.140B			S-30, S-142, S-285
02142006	1060000	A	1SL002	46.100B	INTERSECTION US 321	W/ SC 49	US 321
12152005	13957337.5	A	1UN002	0715.101B			US 17
02212006	310675	A	1RO025	4755.136B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02212006	241400	A	1AK001	4756.134B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02212006	159120	A	1RO025	4757.133B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
01172006	295624.6	A	1EV006	02.220610			
01172006	596499.22	A	1PL001	02.120C	2 MILES NW OF RD S-575	RD S-264	S-152
01172006	1393811.82	A	1FR001	04.290610			
01172006	4206840.23	A	1UN002	04.144B	0.25 MILES NORTH EAST OF US-178	NORTH EASTERLY 0.79 MILES	L-61
01172006	416576	A	1BO002	12.127B	INTERSECTION SC 9	W/ S-56 & S-656	SC 9
01172006	574510.64	A	1JS001	16.220610			
01172006	54755.2	A	1PE010	21.200601			
01172006	48985	A	1PE010	21.200602			
01172006	1077990.25	A	1PL005	21.160B	INTERSECTION OF SC-RTE 51, SC-RTE 327 AND S-149		
01172006	705512.67	A	1JS001	22.220610			
01172006	1794272.31	A	1FR001	23.290610			
01172006	371668.76	A	1WH001	23.244B			I-385
01172006	1338669.03	A	1WH001	24.125B	INTERSECTION S-29/S-101	S-187	
01172006	84729.59	A	1CA005	31.220610			
01172006	2166795.45	A	1UN002	31.114B		6 MILES WEST OF BISHOPVILLE	SC 34
01172006	659654.66	A	1LA007	32.220610			
01172006	137193.82	A	1CH005	38.270601R1			
01172006	582946.6	A	1RE010	40.5606.1			
01172006	410854.08	A	1AM001	42.5606.1			
01172006	1283352.59	A	1CR007	42.179B			S-644
01172006	133032.5	A	1MA038	46.200601			
01172006	277479.5	A	1ST029	47.252B	LOCATIONS ON ALL INTERSTATE ROUTES SE OF A LINE ALONG I-20	AND I-95 (INCLUDED) FROM GA. STATE LINE TO NC STATE LINE	VARIOUS
01172006	233948	A	1ST029	47.253B	LOCATIONS ON ALL INTERSTATE ROUTES NW OF A LINE ALONG I-20	AND I-95 (NOT INCLUDED) FROM GA. STATE LINE TO NC STATE LINE	VARIOUS
03142006	196600	A	1AK001	4751.140B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03142006	169950	A	1PE002	4752.137B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03142006	145372	A	1RO002	4753.138B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03142006	229570	A	1RO002	4754.138B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03142006	977870.04	A	1BA007	08.101C			VARIOUS
03142006	220789.64	A	1MA038	26.200601			
03142006	465090.02	A	1PA005	29.170710			VARIOUS
03142006	1493533.92	A	1FR001	30.165B	SC 14	S-96	S-95
03142006	89241.54	A	1PA005	35.107CR3			
03142006	737599.92	A	1MA012	40.209B	INTERSECTION OF S-63 AND S-2214		S-63
03142006	274600	A	1SL002	44.170710			VARIOUS
03142006	310569.15	A	1BO002	44.118C			VARIOUS
03142006	11868000	A	1SL002	46.2001	HIDDEN LAKES DRIVE EAST	APPROX. 0.14 MI. W. OF S-195	SC-161
04112006	749872.31	A	1EA001	03.105C			S-564
04112006	288888.39	A	1SA017	07.200601			

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Letting Date	Contract Amount	Letting Status	Vendor ID	File Number	Termini A (From)	Termini B (To)	Route
04112006	306355.7	A	1BA007	08.170710			VARIOUS
04112006	386819.82	A	1PA005	17.105C			VARIOUS
04112006	364462.27	A	1BO002	20.170710			VARIOUS
04112006	558419.6	A	1PA005	21.170710			VARIOUS
04112006	838251.19	A	1PA005	21.118C			VARIOUS
04112006	734725.58	A	1PA005	22.170710			VARIOUS
04112006	284859.87	A	1PA005	26.145C			S-24
04112006	290056.72	A	1RE010	27.170710			VARIOUS
04112006	338279.12	A	1AP002	35.170710			VARIOUS
04112006	1762282.47	A	1EA001	40.2000.2	S635/S-2338	S-2338/S-635	S-635
04112006	633011.4	A	1AD003	40.111CR1			
04112006	302165.82	A	1AM001	42.5606.2			
04112006	1758294.5	A	1RE010	46.170710			VARIOUS
03212006	221900	A	1PA005	4755.137B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03212006	139000	A	1AK001	4756.135B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03212006	190220	A	1OG002	4757.134B	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
05092006	1484296.19	A	1SA015	01.290702			
05092006	427015.83	A	1SA015	02.170711			
05092006	713198.34	A	1RE010	03.290702			
05092006	1745607.49	A	1FR001	04.220701			
05092006	2343284.19	A	1SA007	08.220701			
05092006	453104.6	A	1CA005	11.220701			
05092006	558000	A	1SL002	11.290702			
05092006	411287.67	A	1LC001	12.170710			VARIOUS
05092006	427736.82	A	1CA005	13.220701			
05092006	638655.12	A	1AP002	13.290702			
05092006	1295382.56	A	1WE002	16.290702			
05092006	322851	A	1BO002	20.220701			
05092006	1136926.5	A	1WE002	22.290702			
05092006	2077071.61	A	1FR001	23.220701			
05092006	6216354.48	A	1RE010	25.105B	0.53 MILES WEST OF RD. S-65	RD. S-527	S.C. RTE. 68
05092006	5826681.98	A	1PA005	26.189B	S-19	US 701	S-65
05092006	465758.72	A	1CA005	28.220701			
05092006	620574.28	A	1PA005	28.290702			
05092006	222222.22	A	1SL002	30.290703			
05092006	138372.61	A	1JS001	31.220701			
05092006	771423.26	A	1PA005	43.100711			
05092006	1664037.01	A	1MY001	44.117B			SC 215
05092006	765737.5	A	1SL002	46.220701			
06132006	731614.37	A	1BA007	08.145B	INTERSECTION SC6	W/ S-315 & S-16	SC 6
06132006	1013406.22	A	1RE010	09.290702			
06132006	479793.85	A	1TH037	11.170710R1			VARIOUS
06132006	728453.09	A	1AP002	16.170710			VARIOUS
06132006	764719.83	A	1CA005	16.220701			
06132006	597935.6	A	1CA005	22.220701			
06132006	101281.42	A	1TH024	27.142BR1	MILE MARKER 4	MILE MARKER 22	I-95
06132006	644237.18	A	1AP002	35.114C			VARIOUS
06132006	2398700.86	A	1MY001	40.2000.3	INTERSECTION IMPROVEMENTS @ ROADS S-129,	S-635, S-1058 & LINE A	ROAD S-129
06132006	212869.58	A	1CR002	40.129C	SIDEWALKS ALONG S-1149	US ROUTE 76/378	S-1149
07112006	1146238.11	A	1SA015	02.170710R1			
07112006	403560.11	A	1SA015	02.117CR1			
07112006	11387315.69	A	1US004	07.564R1	ROAD S-165	0.18 MI. BEYOND ROAD S-517	U.S. RTE. 21
07112006	700629.45	A	1RE010	15.102C			VARIOUS
07112006	428373.34	A	1BA007	18.170710R1			VARIOUS
07112006	1572292.83	A	1AP002	21.191B	US52	S-38	S-35
07112006	314953.11	A	1SA015	24.170710R1			
07112006	174981.24	A	1WE002	26.148C	SC 9	S-1041 (BILLY MAC RD.)	S-142
07112006	239589.7	A	1SA015	33.170710R1			
07112006	128945.18	A	1CA005	35.113CR1			VARIOUS
07112006	399677.72	A	1SA015	38.170710R1			
07112006	866508.43	A	1CR001	40.131C			VARIOUS
08082006	1096317.09	A	1CA005	01.220701R1			
08082006	1394326.23	A	1EV006	02.220701R1			
08082006	625608.13	A	1RE010	07.170710R1			VARIOUS
08082006	787228.21	A	1RE010	07.220701R1			
08082006	803428.64	A	1AP002	13.2005			VARIOUS
08082006	3321472.83	A	1US004	15.2001.1	RTE. 64	U.S. RTE. 15	64 BY-PASS
08082006	445475.61	A	1AD003	24.340711R1			
08082006	1221176.08	A	1CA005	30.220701R1			
09122006	613380	A	1JM001	4756.129BR1			I-526, I-26, I-95
09122006	288966.5	A	1PL001	21.390711			
09122006	213076	A	1PL001	36.370712			
09122006	983300.98	A	1CR001	40.170710R1			VARIOUS
09122006	295541.88	A	1MY001	40.128CR1			
09122006	505441.22	A	1WE002	45.220701			
10102006	979302.54	A	1TB001	02.290702R1			
10102006	159869.16	A	1AM001	11.56071			

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10102006	857397.19	A	1UN002	21.815BR1			SC 51
10102006	141539.38	A	1PA039	23.370711			
10102006	119443.62	A	1SS001	23.370712			
10102006	667501.59	A	1TB001	40.290702R1			
10102006	351121	A	1SA017	47.200710			
10102006	322238	A	1BA002	47.390710			
11142006	595623.38	A	1SA015	02.035938A			
11142006	210865	A	1PE010	04.035905A	THE GEORGIA STATE LINE	0.3 MILES SOUTH OF US 76 (EXIT 19)	I-85
11142006	980124.12	A	1CR001	12.036013A			
11142006	164816.2	A	1PE010	13.200711			
11142006	242135.42	A	1CH005	13.370712			
11142006	1022439.85	A	1PA005	14.036018A			
11142006	407542.75	A	1TR004	15.035904A	0.4 MILES SOUTH OF US 17 (EXIT 33)	0.6 MILES SOUTH OF S- 34 (EXIT 82)	I-95
11142006	1948444.88	A	1BA007	15.036016A			
11142006	732992.83	A	1CR001	16.35891			VARIOUS
11142006	1741283.4	A	1SA015	24.035939A			
11142006	1769841.5	A	1WE002	26.035943A			
11142006	1998041.25	A	1BO002	29.134B	ROAD S-157 (POSSUM HOLLOW)	US ROUTE 521	SC ROUTE 160
11142006	68948	A	1SA012	30.370712			
11142006	607697.26	A	1CR001	31.36096			VARIOUS
11142006	711863.14	A	1CR001	32.036003A			
11142006	1073381.2	A	1KI001	37.036010A			
11142006	2002557.44	A	1EA001	40.2001.4	FROM S-2356 (HARLEM ST.)	TO S-2644 (WINDY DR.)	SC 48
11142006	959923.63	A	1AS002	42.036012A			
11142006	450358.93	A	1SS001	42.2001.8	AT INTERSECTION OF S-2 HOWARD STREET	TO PEARL STREET	S-2
11142006	370332.12	A	1SS001	42.219B	US 221	S-1706 (WOOD ST.)	SC 92
11142006	665471.43	A	1CR001	43.036005A			
11142006	497297.5	A	1AK001	4751.035918A	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 1 AND 2	VARIOUS
11212006	568362.85	A	1OG002	4753.035919A	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 3 AND 4	VARIOUS
11212006	311587.5	A	1TR004	27.035906A	1.1 MILES SOUTH OF US 17 (EXIT 5)	0.3 MILES NORTH OF US 17 (EXIT 22)	I-95
11212006	215148	A	1RO002	27.035908A	THE GEORGIA LINE TO 1.1 MILES SOUTH OF US 17 (EXIT5) AND	.3 MI N. OF US 17 (EXIT 22) TO .4 MI S. OF US 17 (EXIT 33)	I-95
11212006	354850	A	1RO002	38.035907A	THE DORCHESTER COUNTY LINE	THE CLARENDON COUNTY LINE (INCL LAKE MARION BRIDGE)	I-95
12122006	761344.75	A	1PE010	4755.035920A	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 5, 6 AND 7	VARIOUS
12122006	152872	A	1SA015	01.35882			VARIOUS
12122006	294707.1	A	1SA015	02.190B	SC 191	W/ CANAL ST	SC 191
12122006	754163.74	A	1AS002	04.036008A			
12122006	4980777.31	A	1LE006	04.126B			US-178
12122006	2392746.59	A	1RE010	08.035944A			
12122006	618886.86	A	1LL003	08.2005	EAST OF US 52	WEST OF S-136	S-529
12122006	1490426.85	A	1EL002	09.035910A	LEXINGTON/CALHOUN COUNTY LINE (WEST)	ORANGEBURG/DORCHESTER COUNTY LINE	I-26
12122006	2301907.4	A	1RE010	09.035945A			
12122006	4860709.11	A	1CA003	10.146B			SC 171
12122006	1783231.97	A	1SL002	11.036077A			
12122006	320905.5	A	1CR001	16.127B	INTERSECTION SC 151	W/ S-155	SC 151
12122006	2199802.26	A	1CR001	21.036014A			
12122006	1296630.09	A	1KI001	23.036009A			
12122006	240090.58	A	1SA015	24.36162			VARIOUS
12122006	326609.43	A	1CR001	28.036001A			
12122006	298712.08	A	1CR001	31.036002A			
12122006	2359985.52	A	1SL002	32.211BR1	HWY. 6	LYNN ST.	S-73
12122006	969999.46	A	1SL002	32.236B			S-70
12122006	246581.68	A	1SA015	33.36230			VARIOUS
12122006	1078025.38	A	1SA015	38.036007A			
12122006	1054774.99	A	1PA005	40.036004A			
12122006	1307183.47	A	1EA001	40.207B	0.11 MILES SE OF RD. S-58	0.21 MILES NW OF RD. S-957	US-76/176
	232718200.2		2006 Total				
01092007	890874.51	A	1SA015	02.100801			
01092007	2392147.46	A	1SA015	02.156B			US 25 BUS
01092007	1975689.54	A	1RE010	07.100801			
01092007	1191480.59	A	1BA007	08.146B			US 176
01092007	2121930.77	A	1RE010	09.100801			
01092007	1371000.68	A	1BO002	13.100801			
01092007	585728.18	A	1SA015	19.100801			
01092007	2098783.37	A	1WE002	22.100801			
01092007	1979656.95	A	1FR001	23.100801			
01092007	905604.8	A	1WH001	23.215B	INTERSECTION OF S-313	W/ S-447	S-313
01092007	239083.3	A	1LY001	23.224B	INTERSECTION OF SC 290	W/S-261	SC 290
01092007	157284.65	A	1UN002	30.56071			
01092007	2595495.02	A	1CR001	32.100801			
01092007	961753.8	A	1PL005	32.224B			US-321
01092007	434560.76	A	1SA015	33.100801			
01092007	652206.74	A	1SA015	36.100801			
01092007	490914.2	A	1SA015	41.100801			
01092007	728991.25	A	1JM001	43.179BR1	0.5 MILES WEST OF US 521	0.5 MILES EAST OF SC 763	US 76/378
01092007	1126689.92	A	1BO002	46.100801			
01092007	576631.99	A	1DR005	47.035909AR1	ALONG INTERSTATE ROUTES 85, 185, 385, 26 AND 77	IN ENGINEERING DISTRICTS 2, 3 AND 4	VARIOUS INTERSTATE

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Letting Date	Contract Amount	Letting Status	Vendor ID	File Number	Termini A (From)	Termini B (To)	Route
02132007	329254	A	1RO002	4751.035921A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02132007	867437	A	1RE007	4751.036179AR1			
02132007	144893	A	1ST029	4752.035922A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02132007	439610	A	1RE007	4752.036180AR1			
02132007	379011	A	1ST029	4753.035923A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02132007	1683685	A	1BA002	4753.036181AR1			
02132007	203276	A	1TR004	4754.035924A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02132007	627515	A	1RE007	4754.036182AR1			
02132007	233936.5	A	1RE007	4755.036183AR1			
02132007	338310	A	1RE007	4756.036184AR1			
02132007	320215	A	1RE007	4757.036185AR1			
02132007	634425.25	A	1SA015	01.100801			
02132007	1805875.78	A	1RE010	03.100801			
02132007	1856517.77	A	1KI001	04.100801			
02132007	619157.94	A	1RE005	06.120B	US-278 AND SC-37		
02132007	2759623.15	A	1BA007	08.100801			
02132007	1064646.99	A	1BO002	11.100801			
02132007	1000292.04	A	1BO002	12.100801			
02132007	3355785.38	A	1CR001	16.100801			
02132007	632551.8	A	1PA005	21.110CR2			S-29
02132007	575506.22	A	1SA015	24.100801			
02132007	682620	A	1CR002	26.221BR1			US-501
02132007	1738601.04	A	1CR001	28.100801			
02132007	844471.92	A	1FR001	30.100801			
02132007	597274.33	A	1PL005	32.30494	S.C.6	S-1929	S-1935
02132007	1443518.11	A	1UN002	42.204B			SC RTE 150
02132007	1656165.89	A	1CR001	45.100801			
02132007	666666.66	A	1ED001	47.035911A	ALONG INTERSTATE ROUTES 20, 26, 126, 526, 77 AND 95	IN ENGINEERING DISTRICTS 1, 5, 6 AND 7	VARIOUS INTERSTATE
02202007	287415	A	1CA036	4755.035925A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02202007	213250	A	1AK001	4756.035926A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
02202007	145907	A	1RO002	4757.035927A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03132007	171700	A	1PE010	4751.030584A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03132007	165764	A	1ST029	4752.035995A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03132007	140012	A	1ST029	4753.035996A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03132007	199850	A	1RO025	4754.035997A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03132007	760051.8	A	1CR002	28.156B			S-35
03132007	308774.95	A	1SL003	32.180713			
03132007	3050998.09	A	1CR002	40.236B	US 1 (TWO NOTCH RD.)	S-1293 (FLORA RD.)	S-424
03132007	1785861.8	A	1MY001	42.207B.1			S-605
03202007	207675	A	1CA036	4755.035998A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03202007	123630	A	1AK001	4756.035999A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
03202007	175000	A	1PE010	4757.036000A	TO BE DETERMINED BY DEA	AFTER THE PROJECT IS LET	VARIOUS
04172007	25488365.19	A	1RR002	26.159B.1R2			
04102007	439042.36	A	1SS001	01.021685A			VARIOUS
04102007	349813.26	A	1WE002	17.36291			VARIOUS
04102007	376519.28	A	1PA005	21.36258			VARIOUS
04102007	409964.77	A	1CH005	38.2005.1	S-824 (MURRAY RD.)	S-145 (ROBERT E. LEE ST.)	S-828
04102007	558883.6	A	1OG002	47.200701			
05082007	432170.22	A	1SL002	01.220801			
05082007	677754.95	A	1SL002	01.290802			
05082007	588018.65	A	1CA005	02.220801			
05082007	1508619.93	A	1AS002	04.220801			
05082007	1166618.64	A	1KI001	04.36287			VARIOUS
05082007	202274.96	A	1JS001	07.220801			
05082007	1439292.4	A	1SA007	08.220801			
05082007	281829.79	A	1SL002	11.220801			
05082007	770637.92	A	1PR033	11.138B			SC 11, US 221 ALT
05082007	367870.85	A	1CA005	12.220801			
05082007	462260.72	A	1CA005	13.220801			
05082007	3546810.5	A	1BA007	15.555			P-1501
05082007	1986370.46	A	1JS001	16.220801			
05082007	146011.53	A	1CA005	19.220801			
05082007	321738.75	A	1CA005	20.220801			
05082007	352673.49	A	1CR001	21.213B			VARIOUS
05082007	1494652.6	A	1CR001	22.220801			
05082007	1736151.44	A	1AS002	23.220801			
05082007	283129.09	A	1CA005	24.220801			
05082007	34783945.76	A	1CA003	26.160B.1			NMBC
05082007	510185.12	A	1CA005	28.220801			
05082007	427441.88	A	1PA005	28.290802			
05082007	401783.16	A	1CA005	29.220801			
05082007	234992.37	A	1CA005	30.220801			
05082007	252006.46	A	1CA005	31.220801			
05082007	2885600.64	A	1EA001	32.026886A	ROAD S-1793	SOUTHERLY FOR 0.59 MI.	S-1930
05082007	1141269.46	A	1CA005	32.220801			
05082007	672944.21	A	1CR001	32.290802			
05082007	221724.79	A	1CA005	35.36232			VARIOUS

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05082007	207348.47	A	1CA005	36.220801			
05082007	1105000.72	A	1DA002	37 139B	BRIDGE OVER LONG CREEK	12.2 MILES WEST OF WALHALLA	
05082007	584828.28	A	1MA012	38.178BR1	INTERSECT WITH SC 400		SC 4
05082007	4579445.35	A	1UN002	39.141B.1			SC 133
05082007	161363.3	A	1CA005	41.220801			
05082007	248692.7	A	1SL002	42.189B			SC 295
05082007	242114.61	A	1CA005	44.220801			
05082007	664731.52	A	1CA005	46.220801			
05082007	410593.13	A	1BA002	47.036357A			
06122007	2229603.54	A	1AM001	01 139B.1			SC 28
06122007	2578113.48	A	1RE006	10.129BR2	BRIDGE APPROACHES AT BOHICKET CREEK	9.8 MILES SW OF CHARLESTON	S-20
06122007	157900.8	A	1SL002	11 56072			
06122007	163637.21	A	1LC001	12.135B	INTERSECTION S-56	W/ S-74	S-56
06122007	277082.41	A	1FR001	23.100802			
06122007	772997	A	1SL002	30.036526A	0.0	14.7	I-385
06122007	334806.01	A	1CR001	32.290803			
06122007	1618246.1	A	1SS001	37.138B			US 76 & US 123
06122007	5126248.3	A	1CR001	40.036525A	MP 6.0 FOR 15.0 MI	MP 13.5 (NBL AND SBL)	I-77
06122007	14251451.29	A	1UN002	45.131BR1			SC 377
07102007	712927.44	A	1TB001	02.170801			VARIOUS
07102007	135170.15	A	1SA015	02.290802			
07102007	619622.58	A	1IN011	04.200802			
07102007	3575277.06	A	1DE003	1329.100B.1			SC-9
07102007	1320512.46	A	1CR001	16.147B	CONST JOINT @ EBENEZER RD	SC 403	S-19
07102007	326399.4	A	1CR001	17.170801			VARIOUS
07102007	341332.33	A	1CR001	21.036601A			VARIOUS
07102007	928551.7	A	1CR001	21.201B	EFFINGHAM HWY	MYRTLE BEACH HWY	S-34
07102007	827941.87	A	1IN011	23.200802			
07102007	3266603.33	A	1RE010	27.136B	0.18 MILES EAST OF I-95	SC 462	S-13
07102007	1192664.42	A	1CR001	28.170801			VARIOUS
07102007	974614.81	A	1CR001	31.170801			VARIOUS
07102007	714205.26	A	1CR001	32.170801			VARIOUS
07102007	13220522.59	A	1SO013	32.145BR1	SC 602	OLD TWO NOTCH RD	SC 6
07102007	2740206.24	A	1CR001	32.229B	ALONG RD. S-663 (WOODTRAIL DR.)	TO APPROX. 7.38 MILES	S-663
07102007	326605.27	A	1CR001	35.170801			VARIOUS
08142007	2118177.23	A	1EA001	04.151B			
08142007	99999.96	A	1WE002	17.036772A			VARIOUS
08142007	7272821.58	A	1RE006	18.109B	REPLACE BRIDGE WITH R.C. BOX CULVERT	7.4 MILES SOUTH OF SUMMERVILLE	S.C. ROUTE 165
08142007	703838.04	A	1EA001	23.216B	INTERSETION OF S-146 AND S-272		S-146
08142007	99133	A	1CH005	32.036587A	INTERSECTION OF I-26 AND US-1		
08142007	544237.77	A	1CO019	42.036561A	75.5	77.3	
08142007	288939.67	A	1CR001	45.170801			VARIOUS
09112007	1561199.69	A	1CR007	0439.100B.1	0.27 MI. SOUTH OF GORDON LANE	0.01 MI. NORTH OF GORDON LANE	S-140 / S-93
09112007	1968175.79	A	1BA007	08.170801			VARIOUS
09112007	369965.09	A	1TB001	19.100802			
09112007	3220873.88	A	1PA039	23.2001.10	FROM HUDSON ROAD (S-347)	TO BATESVILLE ROAD (S-312)	S-94
09112007	778500.19	A	1US004	25.104C	FROM SC RTE 68 SW	FOR APPROX. 1.5 MILES	S-844
09112007	1048192.33	A	1WE002	26.036817A			VARIOUS
09112007	6399650.75	A	1RE001	34.124B			SC 41
09112007	1427473.01	A	1EA001	46.132B	S-90 (CLINTON AVE.)	0.20 MILES EAST OF QUINN RD.	SC 55
09112007	2106962.65	A	1UT002	47.036207A			I-85 & I 77
10092007	490929	A	1SA017	4751.035928A	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 1 AND 2	VARIOUS
10092007	493073.75	A	1PE010	4753.035929A	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 3 AND 4	VARIOUS
10092007	141625	A	1AN015	01.340802			
10092007	1088195.15	A	1FR001	04.036678A			
10092007	487273.78	A	1FR001	04.170801			VARIOUS
10092007	216402.84	A	1AP003	07.170801			VARIOUS
10092007	686470.11	A	1SA007	08.036681A			
10092007	565585	A	1OG002	10.035913A	JUST EAST OF ASHLEY PHOSPHATE ROAD	JUST WEST OF HERIOT STREET	I-26
10092007	677388.88	A	1JM001	10.221B	0.5 MILES EAST OF US-52/78 INTERCHANGE	0.5 MILES WEST OF US-52/78 INTERCHANGE	US 52/78
10092007	465879.07	A	1CR001	13.170801			VARIOUS
10092007	946425.09	A	1SA007	15.170801			VARIOUS
10092007	1358156.87	A	1JM001	16.035912A	1 MILE SOUTH OF US-52	NORTH CAROLINA STATE LINE	I-95
10092007	218371	A	1RO002	18.036800B	0.5 MILES EAST OF US-15	0.2 MILES EAST OF S-139 OVERPASS	I-26
10092007	702304.3	A	1PA005	21.036680A			
10092007	248452.74	A	1PA005	21.036708A			VARIOUS
10092007	711761.88	A	1RE010	27.170801			VARIOUS
10092007	716726.44	A	1CR001	28.036676A			
10092007	596470.32	A	1FR001	30.036677A			
10092007	187041	A	1AN015	30.340802			
10092007	129281	A	1RO002	32.036801A	JUST WEST OF SC-6 (EXIT 55)	JUST WEST OF US-378 (EXIT 61)	I-20
10092007	126636.31	A	1SL002	32.036901A			
10092007	288797.09	A	1LA026	35.036667A			VARIOUS
10092007	654287.86	A	1SL002	38.036682A			
10092007	326343.16	A	1KI001	39.170801			VARIOUS
10092007	1094332.2	A	1FR001	42.170801			VARIOUS
10092007	768275.91	A	1BO002	46.036685A			

SiteManager 3-Year History

Letting Date	Contract Amount	Letting Status	Vendor ID	File Number	Termini A (From)	Termini B (To)	Route
10092007	1557646.33	A	1SL002	46.170801			VARIOUS
11132007	1019152	A	1PE010	4755.035930A	VARIOUS ROUTES LOCATED THROUGHOUT	ENGINEERING DISTRICTS 5, 6 AND 7	VARIOUS
11132007	228998.89	A	1TB001	02.176B	SC-302 AND S-419		S-419
11132007	169695.16	A	1PE010	07.200803			
11132007	529641	A	1OG002	0810.036906A	4 SEGMENTS		I-526
11132007	390170.42	A	1CR001	21.036740A			VARIOUS
11132007	645334.53	A	1CR001	22.170801			VARIOUS
11132007	284000.13	A	1SA015	24.170801			VARIOUS
11132007	2374765.65	A	1US004	32.116B			S-671
11132007	1825829.97	A	1MY001	32.220B			S 51
11132007	1784756.29	A	1SA015	36.036696A	LEXINGTON COUNTY LINE	NEAR S.C. RTE. 34	I-26
11132007	2610014.85	A	1UN002	37.145B.1			SC 59 & S-167
11132007	587504.06	A	1AM001	40.173B			S-1683
11132007	432262	A	1OG002	42.036910A	0.5 MILES SOUTH OF SC-129	0.6 MILES NORTH OF S-57	I-85
11132007	548796.5	A	1OG002	46.036908A	NC STATE LINE	JUST NORTH OF S-710	I-77
10162007	7995212.96	A	1CA023	1838.036256AR1	MILE POST 85.7 (ORANGEBURG COUNTY)	MILE POST 68.8 (DORCHESTER COUNTY)	I-95
12112007	1083670.76	A	1TH031	02.149B	AT HOLLOW CREEK	1.5 MILES SOUTH OF S.C. RTE. 302	S-146
12112007	10934213.68	A	1SL002	04.036559A	10.9 MILE POST	18.8 MILE POST	I-85
12112007	897839.4	A	1US004	04.164B			US 29
12112007	234500	A	1AD003	09.390802			
12112007	446008.69	A	1PA005	16.170801			VRIOUS
12112007	1915521.87	A	1DA002	21.036945A01			S-577
12112007	1442252	A	1LE006	2134.036951A01			
12112007	5321819.07	A	1MY001	23.178B	BRIDGE OVER ENOREE RIVER	3.5 MILES SOUTHWEST OF GREER	ROAD S-94 RELOC
12112007	952461.19	A	1LL003	26.205B			US 501 BUS US 701
12112007	382303.07	A	1SA015	30.132B	FROM APPROX. 0.15 MILES SOUTH OF S-23	TO APPROX. 0.15 MILES NORTH OF S-23	SC 14 AND S-23
12112007	2802178.51	A	1RE006	31.113B			US-15
12112007	199649.94	A	1LE006	32.56081			
12112007	2294575.36	A	1US004	32.204B			US 21 / US 176 / US
12112007	222810.28	A	1WE002	34.170801			VARIOUS
12112007	398620.18	A	1US004	42.203B			S-540
12112007	1550062	A	1BA002	47.037102A			INTERSTATES/PRIMARY

311024864.4 2007 total

1183052242 3 Year Total

Appendix C

Brandenburg & Bell Regression Equations

Development of a Process to Forecast Construction Staffing Levels

Stefanie G. Brandenburg

and

Lansford C. Bell

Department of Civil Engineering

Clemson University

August 2000

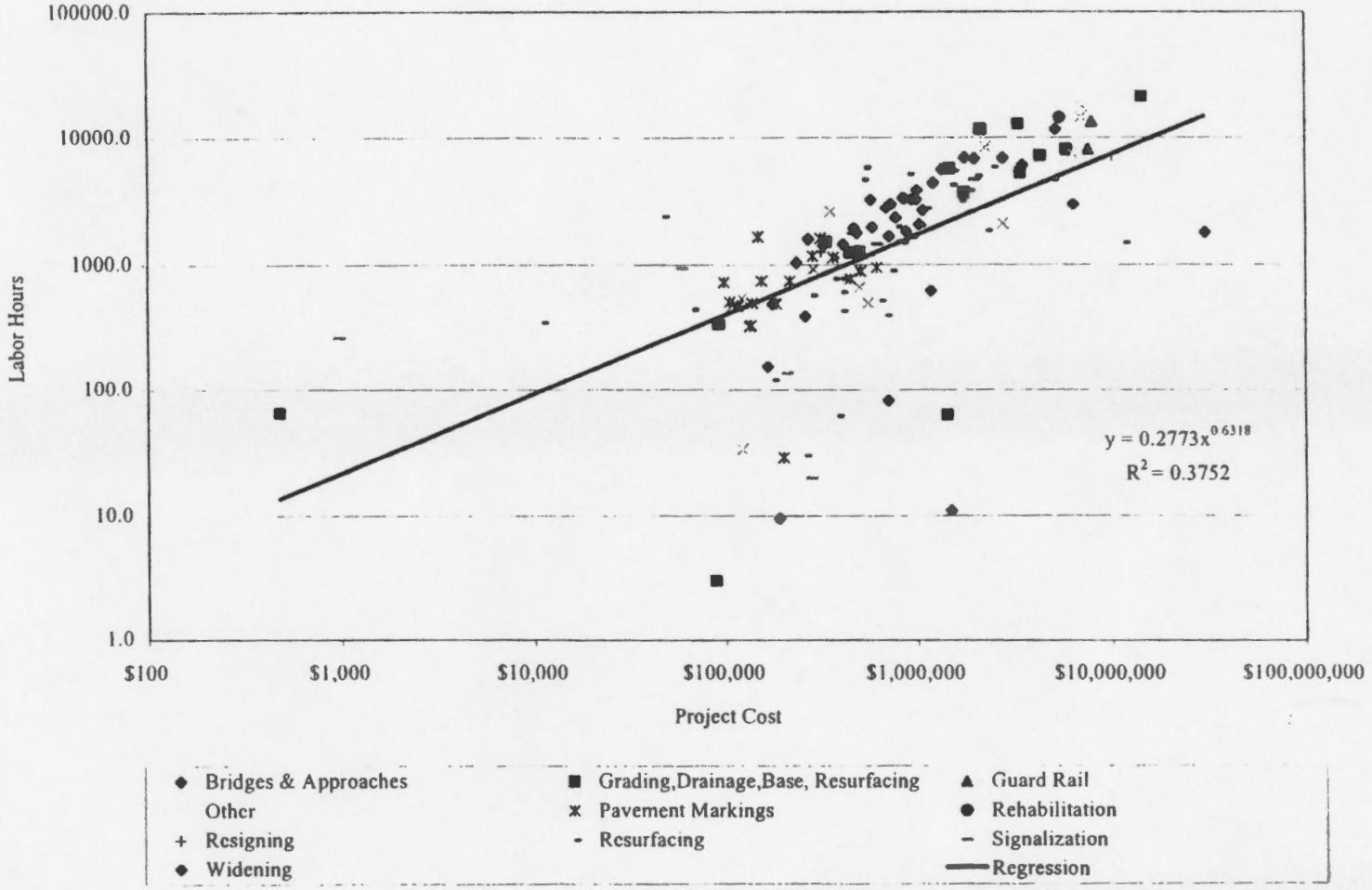

Figure 1. Regression Analysis for All Project Categories

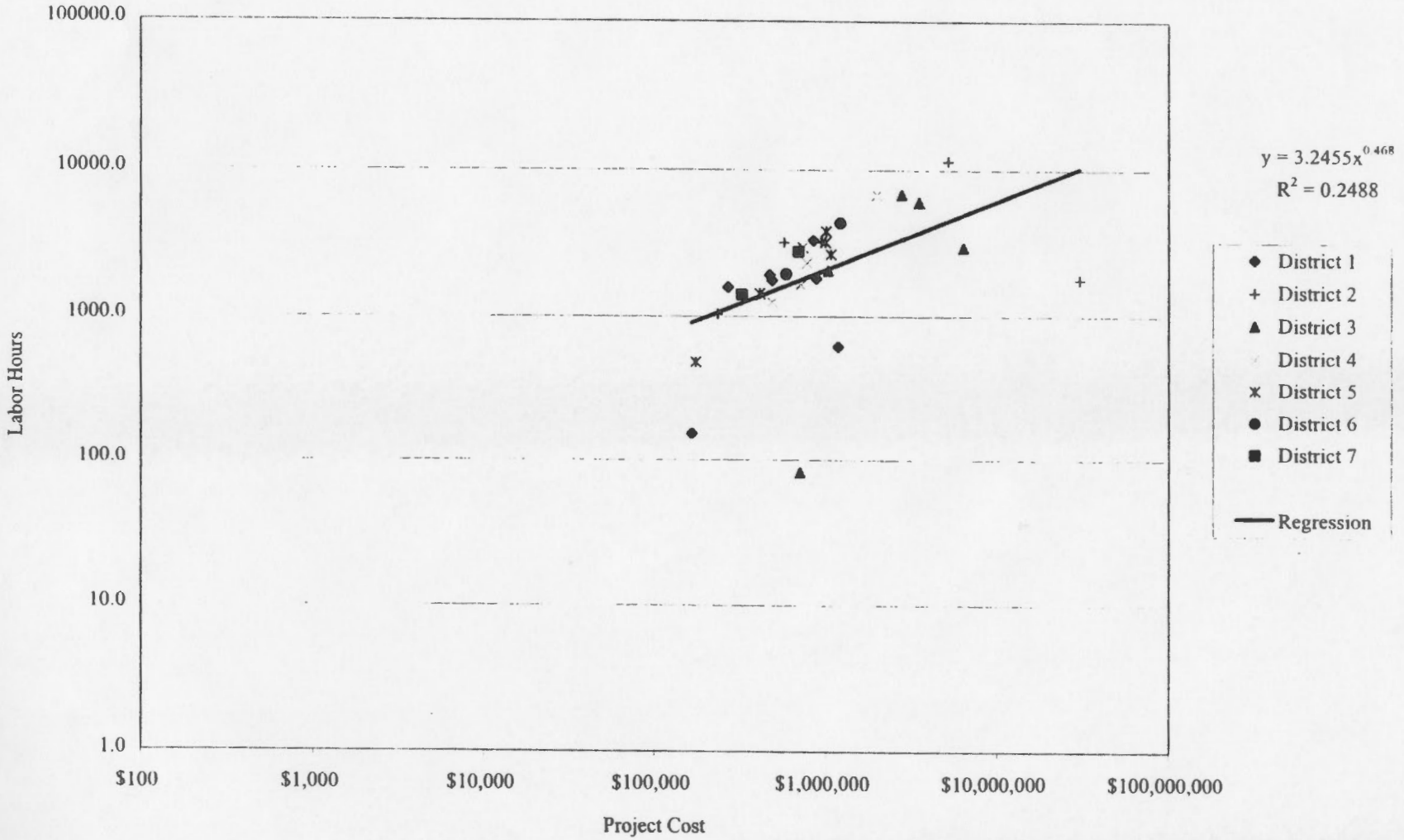

Figure 2. Regression Analysis for the Bridges and Approaches Project Category

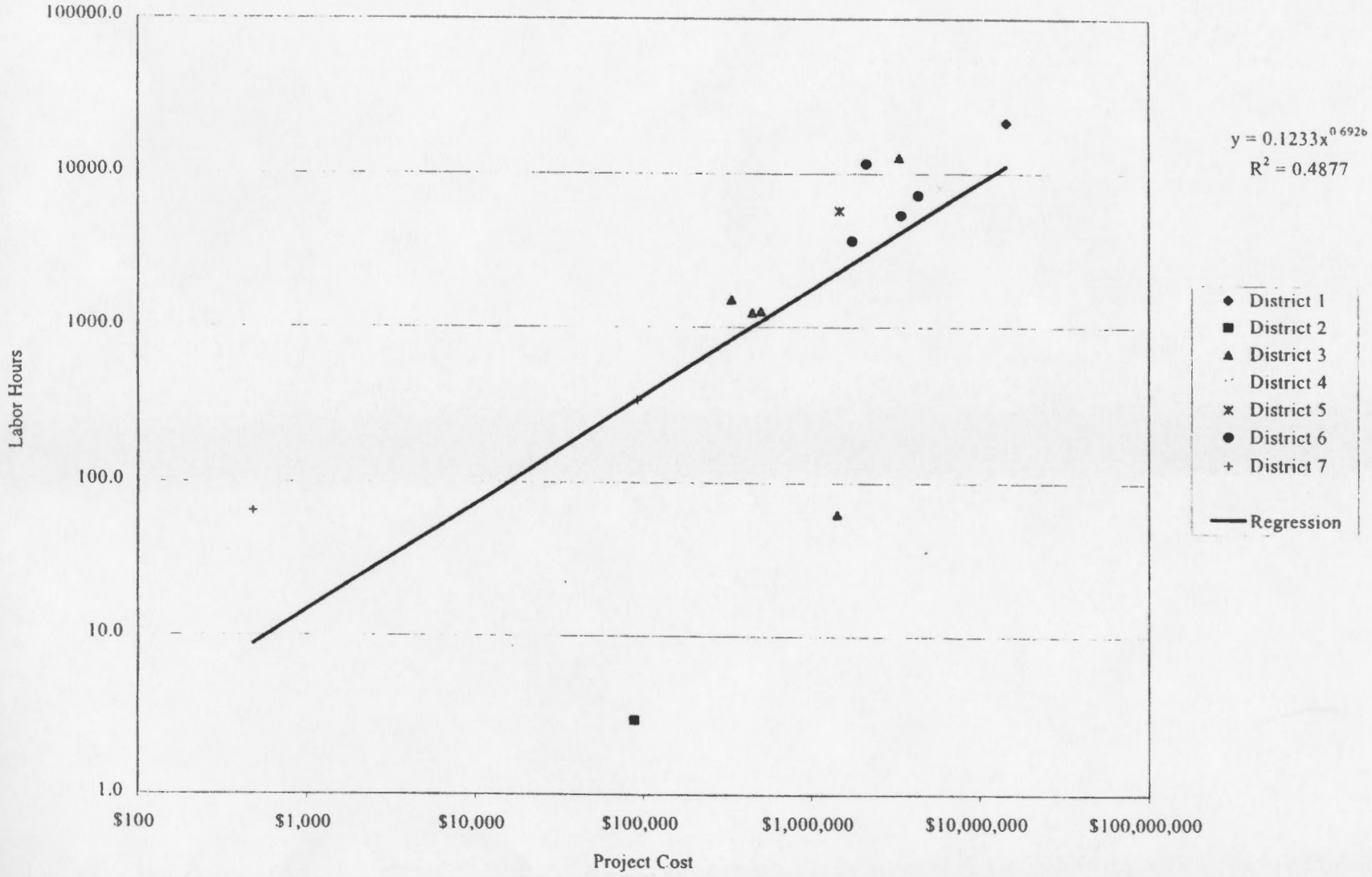

Figure 3. Regression Analysis for the Grading, Drainage, Base and Resurfacing Project Category

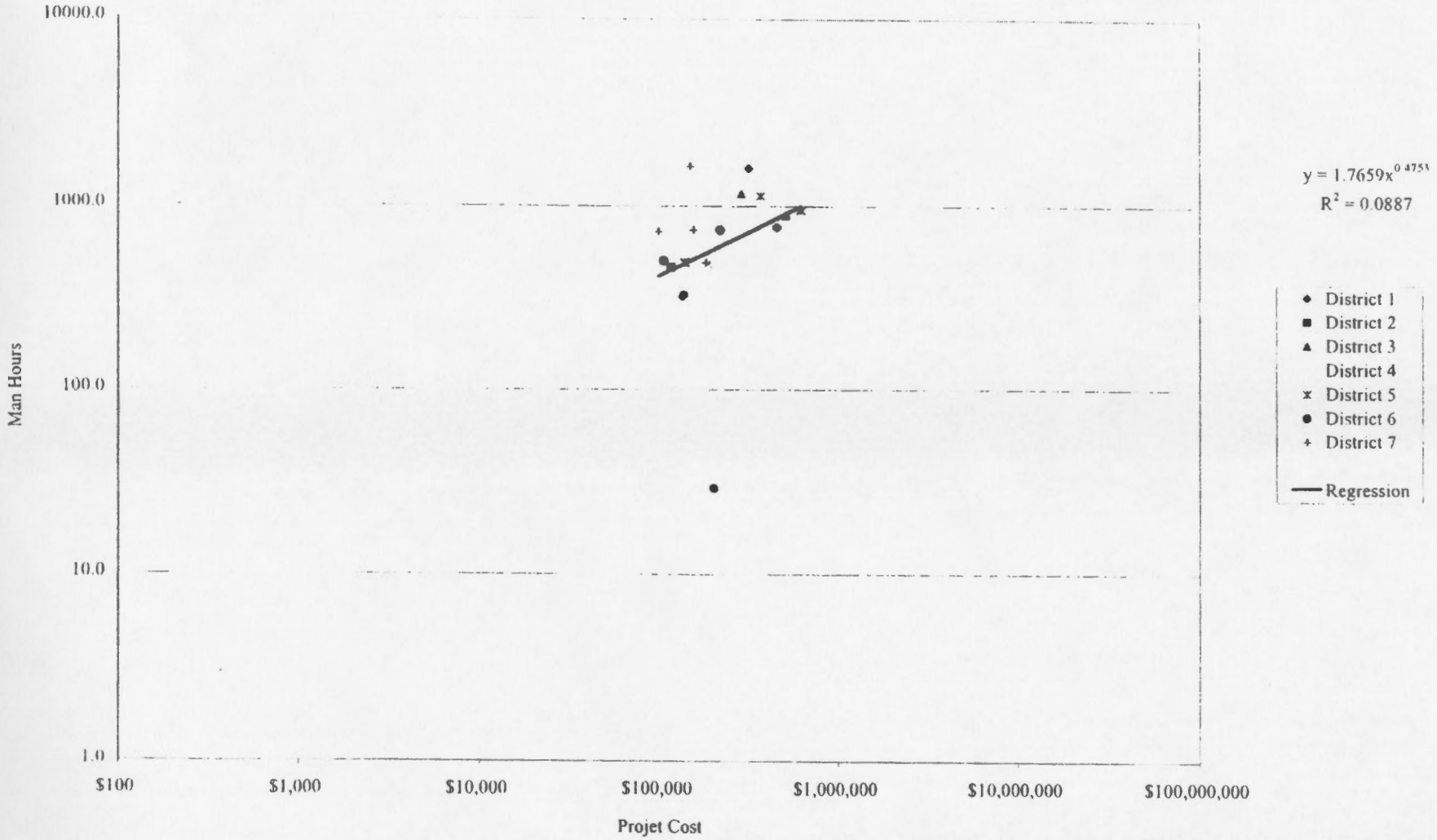

Figure 5. Regression Analysis for the Pavement Markings Project Category

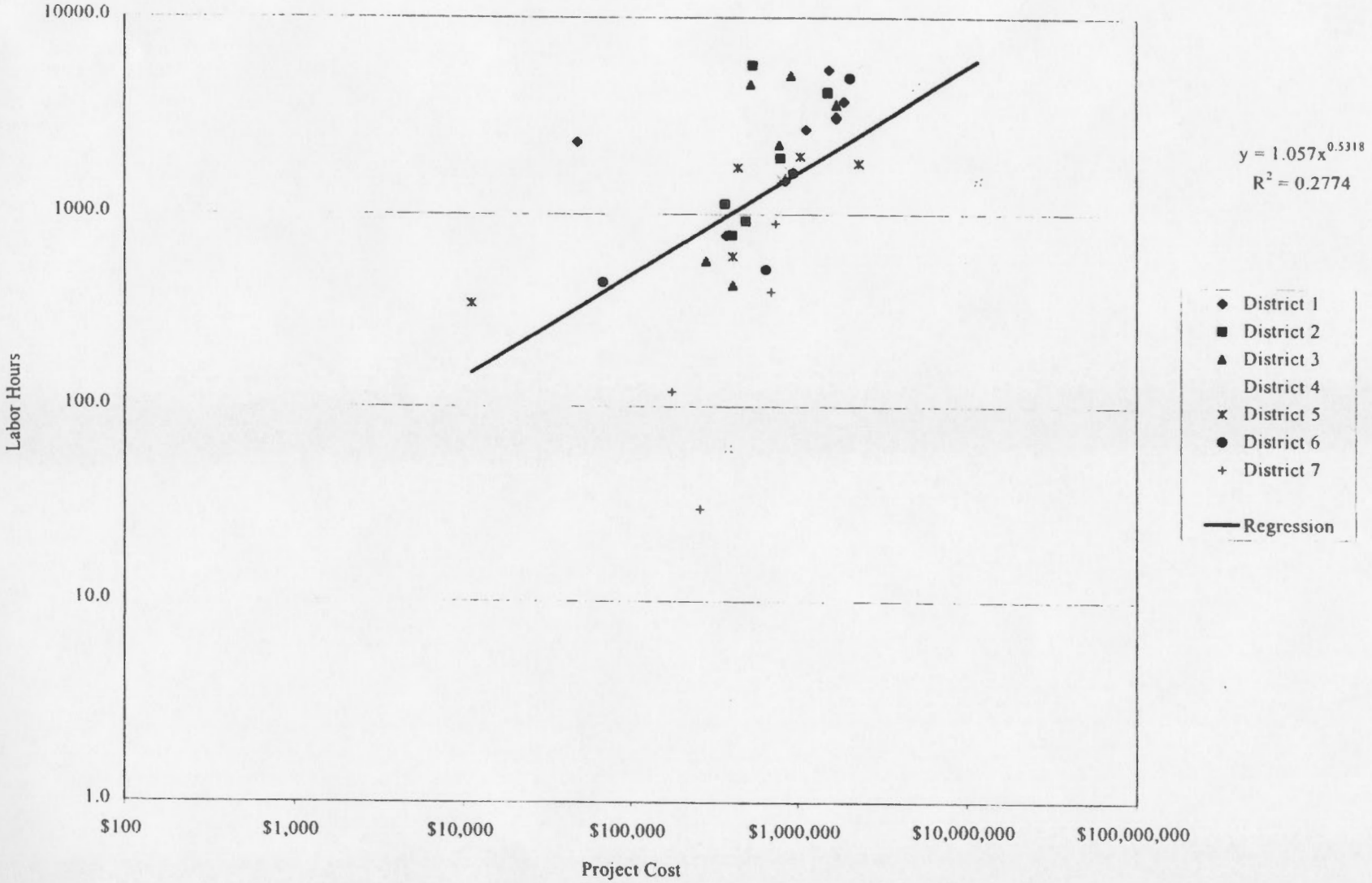

Figure 7. Regression Analysis for the Resurfacing Project Category

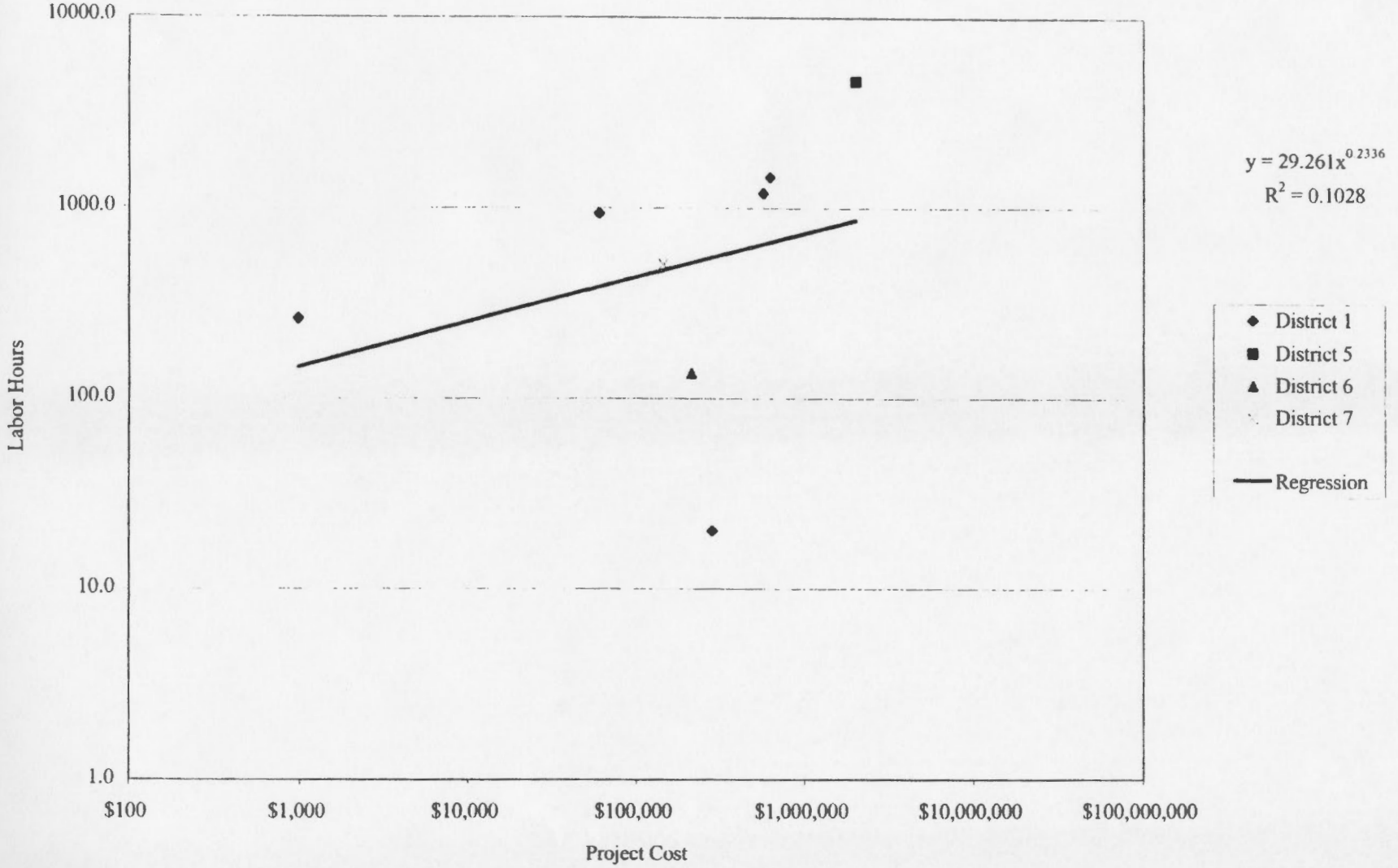

Figure 8. Regression Analysis for the Signalization Project Category

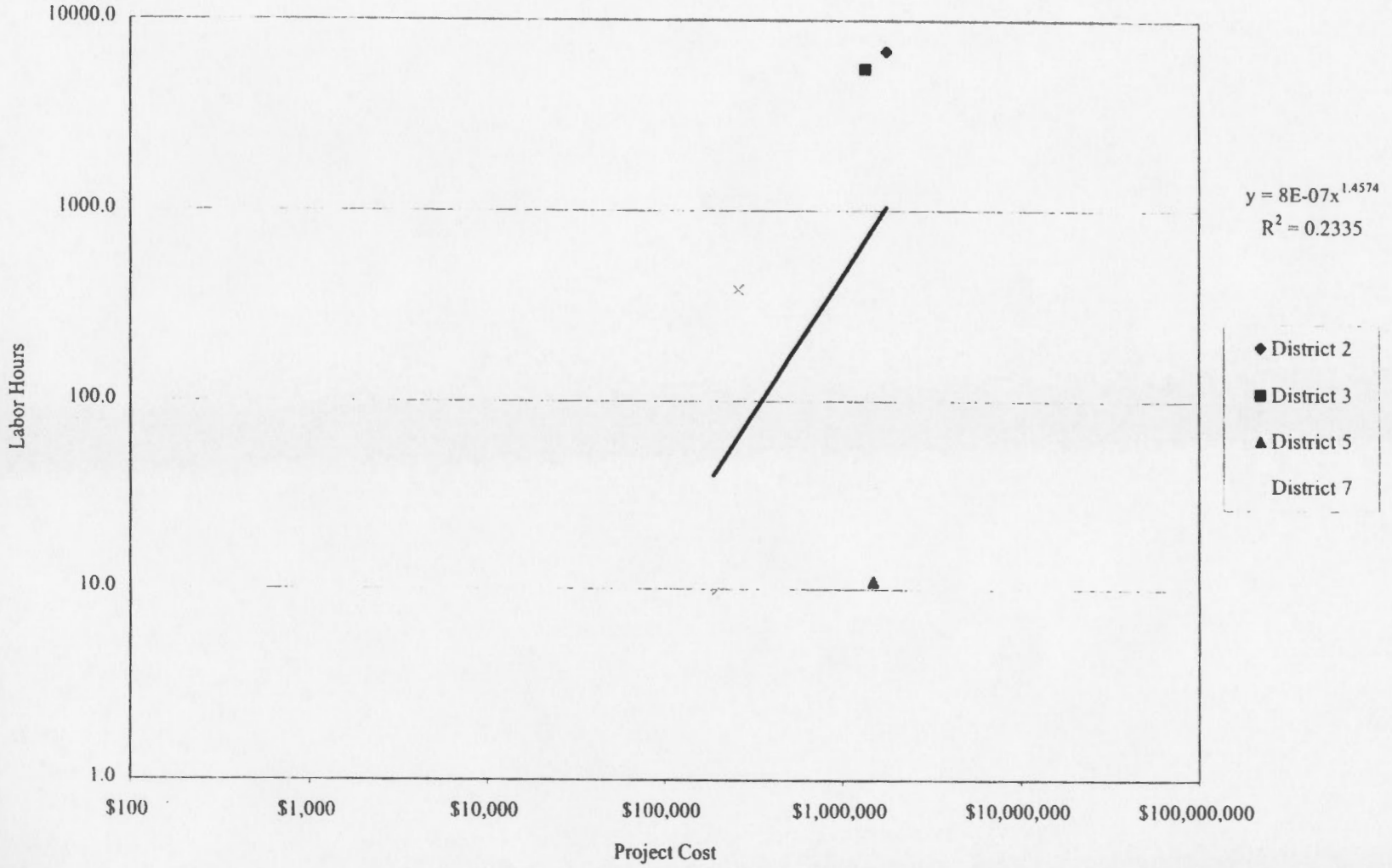

Figure 9. Regression Analysis for the Widening Project Category

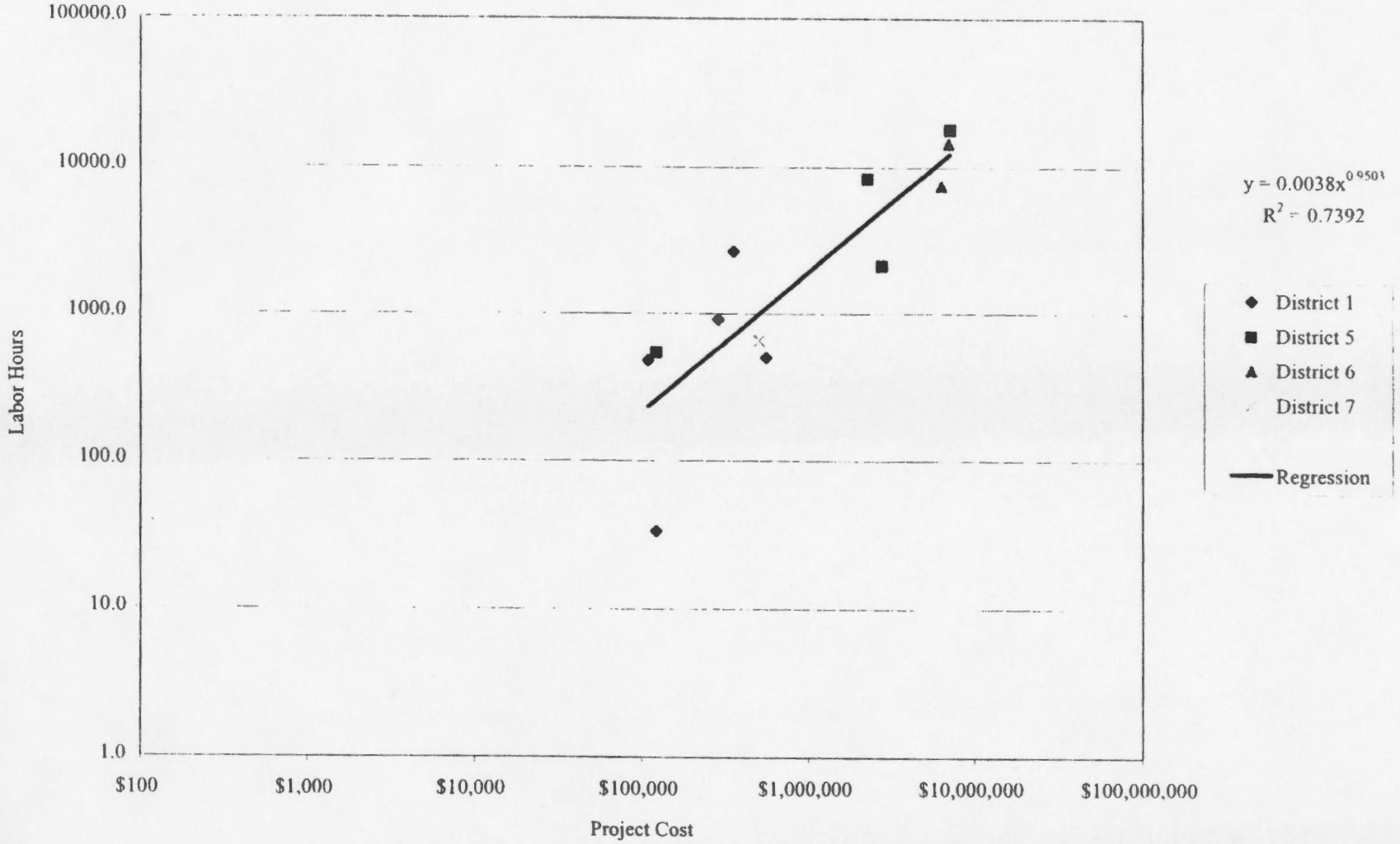

Figure 10. Regression Analysis for the "Other" Project Category